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aggregate holdings amount to 13.6 per cent. of the total property of France. Those in a "modest" situation, having 10,000 to 100,000 francs, represent 13 per cent. of the proprietors and have 27 per cent. of the wealth. The rich, having 100,000 to 1,000,000 francs, are 2 per cent. of the proprietors and have 33 per cent. of the national wealth; the very rich, having a million and over, are 0.13 per cent. of the proprietors and hold 26 per cent. of the property (p. 155). The universality of thrift in France leads apparently to results not very dissimilar from those of the general thriftlessness of England or America.

In the distribution of income there is naturally far less inequality. Incomes of less than 2,500 francs appear to make up 86 per cent. of all incomes, and amount to one-half the aggregate national income. Incomes above 100,000 francs are 0.03 per cent. of the total number, and command 3 per cent. of the national income.

The political opinions of the authors are pretty thoroughly suppressed; they are, however, betrayed by the following passage: "From the fiscal point of view, the existing distribution of incomes prohibits the legislator from voting large exemptions, if he does not wish too small a number of shoulders to bear the burden of public expenditures, and if he desires to secure important revenues for the treasury through moderate rates" (p. 164).

ALVIN S. JOHNSON

CHICAGO, ILL.

American Inland Waterways. By HERBERT QUICK. New York: G. P. Putnam's Sons, 1909. Quarto, pp. xx+241. \$3.50 net.

This book attempts to cover the entire question of waterways—"their importance to the nation's welfare, their relations to the railways, their creation, restoration, and maintenance." It is confessedly not an exhaustive or scientific study, and the author expresses only the hope that it may be found "to be sound, suggestive, and generally useful."

In the first chapter he shows rather convincingly that Canada's tremendous advantage in the short route via Georgian Bay and the Ottawa and St. Lawrence rivers from the Great Lakes to Europe renders a deep waterway from the Lakes to New York City a useless expense. Trade follows the shortest route, disregarding patriotism. New York's deepened Erie Canal, then, has an uncertain future. With strange inconsistency, however, in a later chapter unstinted praise is given to New York for her achievement and regret is expressed that the United States is not a partner in the great undertaking.

The author favors a Lakes-to-the-Gulf waterway not only "fourteen feet through the valley" but twenty-four or thirty feet deep, in order to permit the passage of war vessels to protect our lake cities against an attack from the English navy which might easily be mobilized on the lakes when the Georgian Bay Ship Canal is open. The greater depth would also permit the ocean steamers to come to the lakes. This might necessitate a new type of vessels, he admits, but this is only a minor question. There is force in the argument that if transshipment at the lakes and at the gulf is necessary the traffic will go by the railways instead of by water.

Mr. Quick also believes that the waterways will be a blessing to the rail-

ways: they will carry the bulky traffic, thus giving the railways the opportunity to devote themselves exclusively to high-class freight at increased profits. A vast system of waterways of standard depth is consequently outlined so that a canal boat, like a freight car, can travel throughout the length and breadth of the land. No longer should we feel "the blight of continental distances."

The entire argument rests upon the assumption that traffic moves more cheaply by water than by land. The fundamentally important item in cost has, however, been disregarded. Water transportation is shown to be many times cheaper than railway carriage by comparing the rates on a waterway that has been constructed by the government and donated to public use with rates charged by railways which have built their own highways and must earn a profit on their total investment. Until a cost comparison is made which includes all the expense items it cannot be proved that waterway transportation is the more economical.

The chapter on "The Battle of the Engineers" is full of suggestion. The conflicting arguments of the civil and army engineers as to the feasibility of reservoirs to hold back and distribute the flow of rivers and as to the effect of deforestation on floods are set forth and commented upon. While the experts are disagreeing the author settles the latter of these mooted questions and is supported by "a plain Wisconsin lumberman" who says that "all a man needs is common-sense" to know that forests prevent floods.

The book is very well illustrated and attractively made; it is interesting reading; it is "suggestive;" but it cannot be regarded as "sound and generally useful."

H. G. MOULTON

THE UNIVERSITY OF CHICAGO

The Negro Problem: Abraham Lincoln's Solution. By WILLIAM P. PICKETT. New York: G. P. Putnam's Sons, 1909. 8vo, pp. x+580. \$2.50.

Mr. Pickett finds the hope of solving the negro problem in a policy of inducing the negroes to emigrate, for colonization in other countries. The negro in this country has shown himself to be alien, inferior, and unassimilable. Extermination and amalgamation are remedies quite out of the question. The attempt of the South to force the negro into permanent serfdom is repugnant to the spirit of our institutions, and is hardly less fatal to the progress of the white South than to the aspirations of the black. The programme of education favored by the North is hopeless: the educated negro is even more a cause of friction than his indolent fellows—though Mr. Pickett may be indiscreet in assuming that education would have the same significance if it became the rule that it now has as a marked exception. If, then, the negro can be neither depressed nor raised he must be removed altogether from this country where he is so hopelessly a misfit. His removal is consequently the concern of the book. The plan which is advocated contemplates the ultimate exclusion of the negro from citizenship. During the interval between the promulgation of the plan and the final abrogation of the negro's political and civil privileges the intermarriage of negroes and whites is to be absolutely forbidden, negro immigrants are to be barred, and a carefully organized and assisted emigration is to aid the present